

City of Solvang
Community Development Department
411 Second Street
Solvang, CA 93463
(805) 688-4414

DATE: August 23, 2019

TO: INTERESTED PARTIES

**SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
PROJECT: 261 Alisal General Plan Amendment Rezoning and Hotel Conversion**

The overall site is comprised of parcel: APN 139-234-046. The project is located at 261 Alisal Road, in Solvang. The Project is proposing to change the land use from the existing 4,079 sf two-story commercial office building into a hotel with 10 new guest rooms. The redevelopment would occur on the existing developed 0.28acre lot and retain the existing structure (4,079 sf). A general plan amendment would be required to change the land designation from from '7-R-1' (7,000sf residential) to 'TRC' (tourist commercial). This project is near the developed urban center of Solvang.

The building will be remodeled and will include the addition of interior walls to accommodate 10 new guest rooms; the re-model is 4,079sf net area, therefore the total building area will remain consistent with the existing condition.

The space below may be used to indicate that your agency has no comments or to state brief comments. If you comment on the MND you will be notified of any public hearing where the adoption of the MND will be considered. If you have any questions, please contact the District's consultant, Lindsay Corica at (805) 781-9800.

Please respond by 5:00 P.M., May 28, 2019.

Return to: Lindsay Corica
c/o *firma*
187 Tank Farm Road suite 230
San Luis Obispo CA 93401
805.781.9800 FAX.805.781.9803

- _____ No Comments provided
- _____ Comments noted below
- _____ Comments provided in separate letter

COMMENTS: _____

From: Agency Name: _____
Contact Person: _____
Phone Number: _____

MITIGATED NEGATIVE DECLARATION

APPLICANT: The City of Solvang, Holly Owens - Director of Planning
ADDRESS: 261 Alisal Road, Solvang, CA 93463

TELEPHONE NO: (805) 688-5575

PROJECT LOCATION:

The property is located in the Village center of Solvang five blocks south of Mission Drive / Highway 246.

PROJECT DESCRIPTION:

The overall site is comprised of parcel: APN 139-234-046. The project is located at 261 Alisal Road, in Solvang. The Project is proposing to change the land use from the existing 4,079 sf two-story commercial office building into a hotel with 10 new guest rooms. The redevelopment would occur on the existing developed 0.28acre lot and retain the existing structure (4,079 sf). A general plan amendment would be required to change the land designation from from '7-R-1' (7,000sf residential) to 'TRC' (tourist commercial). This project is near the developed urban center of Solvang.

The building will be remodeled and will include the addition of interior walls to accommodate 10 new guest rooms; the re-model is 4,079 sf net area, therefore the total building area will remain consistent with the existing condition.

FINDING:

The City of Solvang has reviewed the above project in accordance with the City's Rules and Procedures for Implementation of the California Environmental Quality Act, and has determined that an Environmental Impact Report (EIR) need not be prepared because:

- [X] Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures described on the attached Initial Study are hereby made part of this Mitigated Negative Declaration and have been added to the Project.
- [X] On the basis of the whole record before it, there is no substantial evidence that the Project may have a significant effect on the environment.
- [X] The Initial Study and Mitigated Negative Declaration for the Project reflect the independent judgment and analysis of the City of Solvang.

The Initial Study which provides the basis for this environmental determination is attached. A copy, along with supporting documents referenced in the Initial Study, will be kept on file at the **Community Development Department** 411 Second Street, Solvang, CA 93463.

DRAFT PREPARED BY: Firma Consultants

DATE: August 23, 2019

REVIEW PERIOD: August 29, 2019 through September 29, 2019.

NOTICE:

The public is invited to comment on the Draft Mitigated Negative Declaration during the review period. The appropriateness of the Draft Mitigated Negative Declaration will be reconsidered in light of the comments received.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY CHECKLIST FORM
CITY OF SOLVANG
PUBLIC AND AGENCY REVIEW PERIOD: August 26, 2019 to September 29, 2019**

- 1. PROJECT TITLE:** 261 Alisal General Plan Amendment
Rezoning and Hotel Conversion

- 2. LEAD AGENCY:** City of Solvang
411 Second Street
Solvang CA 93463
Contact: Lindsay Corica (consultant)
Phone: (805) 781-9800
Email: Lindsay@firmaconsultants.com

- 3. PROJECT LOCATION:** 261 Alisal Road

- 4. GENERAL PLAN DESIGNATION:** Medium Density Residential

- 5. ZONING:** 7-R-1

- 6. PROJECT DESCRIPTION:**

The project is located at 261 Alisal Road, in Solvang. The Project is proposing to change the land use from the existing 4,079 sf two-story commercial office building into a hotel with 10 new guest rooms. The redevelopment would occur on the existing developed 0.28acre lot and retain the existing structure (4,079 sf). A general plan amendment would be required to change the land designation from from '7-R-1' (7,000sf residential) to 'TRC' (tourist commercial). This project is near the developed urban center of Solvang. No records search or previous archaeological studies have been conducted, to the knowledge of the City. See Map 1 for Project Location on existing site.

The building will be remodeled and will include the addition of interior walls to accommodate 10 new guest rooms; the re-model is 4,079sf net area.

- 3,006 sf ground floor
- 1,073 sf 2nd floor

Proposed building lot coverage will be consistent with the existing condition of 25%. The existing parking lot area will remain and be re-striped to accommodate 12 parking spaces. A new trash enclosure, bike rack, patio fence, and drought tolerant landscaping will be included in the site work.

Preliminary water and wastewater service calculations provided by that Applicant indicate that proposed project usage will be approximately:

- 0.778AFY for of the Hotel/Building

- 0.030 AFY for proposed Landscape Water use

Mechanical, electrical and plumbing improvements include heat pump systems for heating and cooling needs.

Site Access

Site access is proposed from Alisal Road into the existing parking lot. The existing driveway configuration, ingress and egress will be retained, thus turning movement and safe street geometry would not be changed as a part of the project.

Architectural Characteristics and Height

The proposed architecture is traditional Danish / Northern European. The maximum height of the two story structure is 23 feet 3 inches tall at the building ridgeline and 21 feet 2 inches overall. A modification to the existing roof will occur, to increase a portion of the rear roof to be 21 feet 2 inches tall.

Off-site Improvements

Off site improvements are not a part of this project. No changes to Alisal Road would be required as a part of this renovation and zoning change.

Construction Duration

It is assumed construction would take 1-4 months pending the contractor work plan.

Maps, Figures and Attachments

The Location Map, proposed Site Plan, existing Site Plan and Proposed Building Elevations are shown in the attached figures.

7. SURROUNDING LAND USES AND SETTING:

The existing area Zoning is extracted from the City of Solvang Zoning Map below:



Surrounding land uses:

- North: Tourist Related Commercial and Residential
- East: Tourist Related Commercial and Residential
- South: Residential and Recreational
- West: Residential and Recreational

8. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g., PERMITS, FINANCING APPROVAL OR PARTICIPATION AGREEMENT):

None identified

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions & Energy | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lindsay Corica, Firma Consultants
Signature:

08/19/2019
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and

- b. the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS: Would the project:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: see item C below

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: see item C below

- | | | | | | |
|----|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c. | Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources 1) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|----|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Environmental Setting: The project site consists of an existing building of the Danish/Northern European style and a parking lot.

Regulatory Setting: The Community Design Element of the General Plan is structured to ensure development is designed to minimize adverse visual impacts. Policies 3a, 5f, 5g, and 6g are applicable to this project and are discussed below. Policies 3a related to streetscape and 5e related to building orientation are not applicable due to the fact that all these features exist for the proposed use, size and location of this site. Objective 7 and the policies related to landscape are governed by zoning allowances for building lot coverage and minimum landscape area, which the Project appears consistent with. Objective 10 provides the basis for utilization of the Board of Architectural Review to consider projects in light of the Design Element.

Design Element Objective 6.0 requires projects to strengthen the identity and image of the City. Policy 6g limits the height of new structures to 35 feet, while allowing for exceptions if no adverse effect will result when compared to a building of 35 feet.

Last, the Community Design Plan section 4.3.1 sets forth the requirement that new development in the Village area adhere to the Danish /Northern European style.

Impact Threshold: Activities that are inconsistent with community standards expressed in the Community Design Element and which substantially alter the scenic character would result in a significant impact on visual resources.

Impact Analysis: The visual analysis included review of the Architectural Site Plan prepared by Dylan Chappell Architects (date: 3/12/19). The proposed renovation is generally interior in nature and would not change the appearance of the existing building. The project is located in the developed commercial core of Solvang, and the architectural style is consistent with the Community Design Element objective. The project would renovate the existing building interiors, modify slightly the existing roof, retain existing stairs, paint exterior surfaces, retain the existing parking lot, and add a garden fence to enclose a private patio space for the guest room. All of the existing windows are shown to be retained, with the exception of two windows that will become doors to access the guest patio.

The proposed roof plan will modify the height of the rear roof area, adding up to 3 inches as part of the interior renovation. The existing roof ridge line is maximum 23'3" and the proposed modification would not

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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exceed the existing rigeline height, therefore, no significant visual impact would be created as part of the roof modification.

An additional staircase is being included for secondary exit access on the second floor within the interior entry of the building. There is no significant impact from the addition of this staircase, as the proposed staircase addition is within the extents of the exterior building walls.

The site is visible from Alisal Road and surrounding sidewalks and parking areas, with existing screening shrubs along the northern property boundary. The proposed renovation and zoning change retains the existing street entrance for pedestrians and vehicles.

The selected paint colors are consistent with the existing colors, therefore no change to the existing color is proposed. The addition of two private doors from guest room and private guest patio space along the Alisal Road frontage would be consistent with the character of surrounding buildings.

The project Landscape Plan indicates that three (3) of the four (4) existing trees shall be retained. One magnolia tree removed will be replaced in a similar location with an olive tree. Refer to the Biology section below for more detailed discussion of trees. The trees in the front of the building along Alisal Road shall be retained, which ensures the established tree canopy is maintained in front of the building, and therefore no significant visual impact will be due to tree removal.

The zoning change and GPA would not be considered actions that would create an impact to aesthetic resources. Generally the City Board of Architectural Review makes the determination of visual impact for proposed projects. Without a BAR review, the project has the potential for a significant visual impact. Requiring the project to undergo review by the Board of Architectural Review would ensure the nature of building renovation, landscape renovation, and removing existing windows along Alisal Road to add private access and guest patio space is reduced to a less then significant impact.

Mitigation Measure

AES-1: Mitigation: The proposed project shall undergo review with the City Board of Architectural Review for the proposed guest patio space and improvements adjacent to Alisal Road.

- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10)

Discussion: As a condition of approval for new development, the City requires that all existing and/or new lighting shall be shielded so as to be directed downward in such a manner so as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Planning Director or designee. Implementation of this standard condition of approval would result in lighting and glare impacts that are less than significant.

Mitigation:

None required.



II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Not applicable | | | | |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Discussion: Not applicable | | | | |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: This section not applicable to this urban site.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? (Source: 8,9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Violate any air quality standard or contribute | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
substantially to an existing or projected air quality violation? (Source: 8,9)				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 8,9)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations? (Source: 8,9)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The Santa Barbara County Air Pollution Control District is the regulatory agency which publishes various Air Quality Attainment Plans (AQAP). The plans provide an overview of the local air quality and sources of air pollution. Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (County of Santa Barbara 2015) includes long-term/operational emissions thresholds that have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, paints, solvents, and chemical or industrial processing operations that release pollutants).

The proposed project will not have a significant impact on air quality if operation of the project will:

- Emit (from all project sources, including mobile and stationary sources), less than the daily trigger for offsets for any pollutant (currently 55 pounds per day for oxides of nitrogen [NOx] and reactive organic compounds [ROCs], and 80 pounds per day for particulate matter 10 microns or less [PM10]);
- Emit less than 25 pounds per day of NOx or ROG from motor vehicle trips only;
- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risk public notification thresholds adopted by the Santa Barbara County Air Pollution Control District (APCD) Board; and
- Be consistent with the adopted federal and state Air Quality Plans.

No thresholds have been established for short-term impacts associated with construction activities. However, the proposed project does not include any grading.

Impact Discussion:

a-c) Potential Air Quality Impacts

Short-Term Construction Impacts

Project-related construction activities would not require grading, therefore the potential to result in significant

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project-specific short-term emissions of fugitive dust is less than significant. However, interior construction could disturb lead or asbestos containing material. Refer to Hazards section below, for discussion regarding project demolition and mitigation measures.

Long-Term Operation Emissions

The project does not increase the permanent population of Solvang, and therefore would be consistent with the Air Quality Attainment Plan (AQAP) for the County.

Finally, no new stationary sources of emissions are proposed under the project. As such, the proposed project would have a less than significant long-term impact on air quality.

As detailed in Transportation section below, the trip generation would not increase as a result of the project use conversion. In addition, a recent study conducted by the City found that a Hotel use would not increase weekday average trips and would not warrant an air quality impact analysis as it would result in significantly less emission than the County emissions thresholds for mobile emissions of NOx, ROG and PM10.

The project is consistent with Circ Element because the trip generation for TRC is and MFR in the Circulation Element the proposed re-zone would not add additional users or trips over the existing .

d-e) Sensitive Receptors and Odor

The proposed project is consistent with the current operation of the existing office space and would not be expected to create new objectionable odor. Per discussion a-c above, pollutant concentrations are expected to be below the thresholds in the AQAP, and therefore impact to sensitive receptors is considered less than significant.

Mitigation and Residual Impact:

Project-specific and cumulative impacts on air quality and global climate change would be less than significant.

Refer to Impact HAZ-01 for Mitigation Measure related to construction/demolition activities and compliance with Air Pollution Control District procedures for potentially hazardous materials such as asbestos.

IV. BIOLOGICAL RESOURCES: Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
- (Source 15)

Discussion

Environmental Setting:

The property is a developed urban site with no natural features.

Impact Analysis:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The potential of sensitive animals and birds to be present or inhabit the site is low. No impact is identified.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (Source: 2,15) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No effect. The existing landscape is considered ornamental, and not within riparian zone.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No jurisdictional wetlands are present on the site.

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: Nesting birds subject to the federal Migratory Bird Act could be present in the one Magnolia tree proposed to be removed on the site.

Impact: If tree removal occurs during the nesting season of migratory birds a significant impact could result if the nests are occupied and disturbed

Mitigation Measure

BIO 1: Within one week of ground disturbance or vegetation removal activities, if work occurs between March 1 and August 31, nesting bird surveys shall be conducted. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. Occupied nests of special status bird species shall be mapped using GPS or survey equipment and submitted in monitoring reports. If nesting birds are located, no construction activities shall occur within 100 feet of nests (or other setback distance determined by a qualified ornithologist) until chicks are fledged. Construction activities shall observe a 300-foot buffer for active raptor nests. Occupied nests of special status bird species shall be monitored every two weeks to document nest success and check for compliance with buffer zones.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion:

Environmental Setting: Refer to 'd' above. All existing trees are non-native. Site Landscape Plan (date: 3/12/2019) indicates that the two (2) existing Maple trees and (1) Magnolia tree shall be retained.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There is no adopted plan applicable to this site.

V. CULTURAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (Source: 16) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Environmental Setting: The existing building would be remodeled. This structure is less than 50 years old and does not appear to have any characteristics that would make it eligible for the *California Register Of Historical Resources*

Impact discussion: No adverse impact on historic resources is identified.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b. Cause a substantial adverse change in the significance of an archaeological resource or Tribal Cultural resource pursuant to §15064.5 and PRC 21080.3.1?(Source: 1) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Environmental Setting: The site is in a previously developed area of the city. Generally, all areas within the City are considered potentially sensitive archaeologically due to Native American occupation centers nearby. The Conservation and Open Space Element does not identify the area as high potential for paleontological resources.

Impact Threshold: Any of (a) through (d) above. As required by AB-52/ PRC 21080.3.1 notification of project application completeness was provided to the Santa Ynez Band of Chumash Indians (SYBCI) and other tribal entities on the City list from the Native American Heritage Commission to include consideration of Tribal Cultural Resources early in the process. The City did not receive any request for consultation under AB 52 (Notice Letter sent on: June 5, 2019).

Potential Impacts: Due to the previously developed nature of the site the potential for undiscovered cultural resources is considered as low. The City is in contact with the Tribe to consult on potential issues. The mitigation below has been implemented on other projects in situations where the potential for cultural resources is low.

Mitigation Measure:

CUL-1: The Santa Ynez Chumash Indian Reservation Elders Council shall be provided advance notice of proposed construction timing, in order to allow Reservation representatives the opportunity to visit and

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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observe ground disturbances. Should any cultural materials be discovered during excavation, work shall be temporarily suspended and the tribe notified. In that event, a Chumash consultant from the SYBCI Elders Council shall be retained by the City to observe all subsequent excavations. The documentation and ultimate disposition of any cultural resources unearthed shall be pursuant to State Law.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. | Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Based on the surface evidence of past landform modification, the potential of paleontological resources is low.

- | | | | | | |
|----|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d. | Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

There is no evidence of the presence of human remains on the site. In the event human remains are found, Mitigation Measure CUL-1 above would apply.

VI. GEOLOGY AND SOILS: Would the project:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. | Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Regulatory Setting: The potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the General Plan Safety Element.

For all new construction, the City implements the California Building Code (CBC) through the building permit process (Solvang Municipal Code, Title 10, Building Regulations). Chapter 16 of the CBC deals with General Design Requirements, including (but not limited to) regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials.

The California Building Standards Code (California Code of Regulations, Title 24) is a compilation of building standards, including seismic safety standards for new buildings. The California Building Standards Code is based on building standards that have been adopted by state agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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legislature but not covered by the national model code. Given California's susceptibility to seismic events, the seismic standards within the California Building Standards Code are among the strictest in the world. The California Building Standards Code includes provisions for demolition and construction, as well as regulations regarding building foundations and soil types. The California Building Standards Code applies to all occupancies in California, except where stricter standards have been adopted by local agencies. The California Building Standards Code is published on a triennial basis, and supplements and errata can be issued throughout the cycle. The 2016 edition of the California Building Standards Code became effective on January 1, 2017, and incorporates by adoption the 2015 edition of the International Building Code of the International Code Council, with California amendments. The 2016 California Building Standards Code incorporates the latest seismic design standards for structural loads and materials, as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety.

Environmental Setting: The Santa Ynez River Fault, which bisects the City's Plan Area, and the Santa Ynez Fault are both considered potentially active and capable of producing damaging earthquakes. The presence of active faults and the number of historic earthquakes experienced in the area suggest a high probability that the City will be subject to the effects of one or more potentially damaging earthquakes in the future. According to the 2007 Uniform California Earthquake Rupture Forecast (UCERF), the Solvang area has between a 5% - 10% probability of experiencing an earthquake of magnitude 6.7 over the next 30 years.

Impact Analysis: The City of Solvang recognizes these geologic influences in the application of the California Building Code (CBC) to all new development within the City. Soils and geotechnical reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standard City Conditions of Approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant. There are no Alquist-Priolo Earthquake Fault Zones within City limits.

No further measures to reduce potential impacts to less than significance are required.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii. Strong seismic ground shaking?
(Sources: 1, 2, 3 & 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The proposed project will be constructed to current California Building Code and all other applicable codes for the type of structure. Impacts resulting from ground shaking are identified as less than significant and provide mitigation measures that will be incorporated into the design of this project, including adequate structural design and not constructing over active or potentially active faults. Therefore, impacts that may result from seismic ground shaking are considered less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii. Seismic-related ground failure,
including liquefaction? (Sources: 1, 2,3
& 17) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

In Solvang, the potential for liquefaction exists in low-lying areas along the Santa Ynez River and tributary streamcourses composed of unconsolidated, saturated, clay-free sands and silts. The Proposed Project site is outside of this area, and would be required to adhere to the latest California Building Code standards which contain provisions for soil preparation to minimize hazards from liquefaction.

In accordance with the General Plan Safety Element, the project site is located in an area with low

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>potential for liquefaction. Therefore, impacts that may result from seismic-related ground failure, including liquefaction, are considered less than significant.</p>				
b. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion: The site is flat and no landslide risk exists.</p>				
c. Result in substantial soil erosion or the loss of topsoil? (Sources: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion: See (b) above.</p>				
d. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Source:1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion: As a standard condition of approval for new development, the City requires that a Preliminary Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer. Compliance with this requirement would reduce impacts from soils and geologic conditions to less than significant.</p>				
e. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Discussion: The Safety Element identifies areas of the City with expansive soils. In particular, soils in the Plan Area associated with the Positas, Santa Ynez, Tierra, Cropley and Diablo formations typically have a moderate to high shrink-swell potential. These areas are generally north of Highway 246 in the area east and west of Alamo Pintado Road. The Proposed Project is not in this area.</p> <p>In accordance with the General Plan Safety Element, the project site is located in an area with low to moderate potential for expansive soils. Therefore, in compliance with grading and building standards, impacts that may result from expansive soils are considered less than significant.</p>				
f. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Discussion: Not applicable, the project will connect to the City sewer.</p>				

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
(Source :8, 9)

Discussion:

Greenhouse gases (GHGs) include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF6) and nitrogen trifluoride (NF3). Combustion of fossil fuels constitutes the primary source of GHGs. GHGs accumulate in the atmosphere, where these gases trap heat near the Earth's surface by absorbing infrared radiation. This effect causes global warming and climate change, with adverse impacts on humans and the environment. Potential effects include reduced water supplies in some areas, ecological changes that threaten some species, reduced agricultural productivity in some areas, increased coastal flooding, and other effects.

Whereas Santa Barbara County established a brightline threshold for evaluation of cumulative impacts associated with greenhouse gas emissions from industrial emissions sources, the County of Santa Barbara chose to establish no thresholds for greenhouse gas emissions from residential and commercial projects due to the *de minimis* emissions of greenhouse gases that are expected from these land uses. Emissions from these types of projects are expected to meet the targets of the County's Climate Action Plan (CAP) (County of Santa Barbara 2015) as well as the State's greenhouse gas emissions reduction targets established by Assembly Bill 32 and Senate Bill 375. The proposed project would qualify for this type of development. Impacts associated with greenhouse gas emissions would be less than significant.

- b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?

Discussion: See (a) above.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Discussion:

Environmental Setting:

The zoning change would not create a significant hazard to the public. Any demolition of the existing facilities could however involve removal of hazardous materials. The existing building appears to have been constructed after lead paint and asbestos were no longer allowed in construction.

Regulatory Setting:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Santa Barbara County Air Pollution Control District is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP regulations specified in 40 CFR 61, Subpart M. There are specific requirements and procedures delineated in this regulation which pertain to certain demolition and renovation projects. All non-residential demolitions of any kind of structure or asbestos containing material disturbance are required to be approved in advance by the District.

The removal of lead paint is regulated by multiple California statutes including the California Code of Regulations, the Health and Safety Code and the Labor Code. The local Air Pollution Control District implements a program for asbestos and demolition removal, including potential exemption with proper survey performed to evaluate for any Regulated Asbestos Containing Material (RACM).

Impact Analysis:

Under State and Federal law, the presence of crushed or friable asbestos and airborne lead containing materials constitute a health threat. However as noted above there is not a strong likelihood that these materials are present in this building. Performing a survey for RACM and completing proper notification to the Santa Barbara County APCD will ensure less than significant impact related to the transport or disposal of hazardous materials.

Mitigation Measure HAZ-01: Prior to approval of final project plans and specifications the Applicant shall conduct all legally stipulated asbestos and lead presence surveys and develop a specification for removal, handling and disposal of asbestos and lead containing materials compliant with state and federal law. At a minimum the applicant is required to complete and submit an Asbestos Dust/Renovation Notification of Exemption (APCD Form ENF-28 or APCD Form ENF-28e), which can be downloaded at www.ourair.org/compliance-form/ for each regulated structure to be demolished or renovated. The completed exemption or notification should be presented mailed, or emailed to the Santa Barbara County Air Pollution Control District within a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Refer to item 'a' above.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See (a) above

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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environment? (Source: 10)

Discussion:

In accordance with the California Department of Toxic Substances Control (DTSC), under Government Code Section 65962.5(a), there are no Hazardous Waste /Substances sites listed in Solvang. Therefore, it is unlikely that the project would result in exposing or creating a hazard to the public or environment.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable. The project is not located within public airport /airstrip.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The Project would not change the existing site and will not affect neighborhood access and egress for emergencies.

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| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The proposed is not in a high risk area for wildland fire and no potential for a significant impact is identified.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The project is designed to meet the NPDES General Permit requirements and no significant stormwater quality impacts are identified.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 3)

Discussion:

As discussed under Water Supply in section XVII a 12% proposed increase in water demand at the project site is deemed insignificant impact. The Project will rely on municipal water sources that are comprised of several sources including groundwater and river underflow. Based on the City Water Master Plan this project would not have an adverse impact on groundwater because the project is accounted for in growth projections that show adequate water supply for the City.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 1, 11)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

Environmental Setting: The Site is essentially flat and is covered with an existing structure and (asphalt) parking lot.

Regulatory Setting:

The City requires projects to be designed using the Santa Barbara County Stormwater Manual and the Central Coast Regional Stormwater Control Measure sizing calculator for site stormwater facilities.

The intent of these regulations is to ensure that all runoff water is treated to remove harmful substances and that the stormwater is percolated into the site at a calculated volume.

As a standard condition of approval for new development, the City requires that Projects meet the NPDES General Permit and Storm Water Ordinance requirements that address water quality and post construction runoff:

- A Storm Water Pollution Prevention Plan per the State General Permit for Storm Water Discharges Associated with Construction Activity shall be provided for any site that disturbs greater than or equal to one acre, including projects that are less than one acre that are part of a larger plan of development or sale that would disturb more than one acre.

Impact Analysis:

The project could not result in flooding on- or off-site since it would not increase or modify historic drainage flows, therefore, no potential impacts from this project would substantially alter the existing drainage pattern of the site or area.

- d. Substantially alter the existing drainage

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
(Source: 1)

Discussion:

The project could not result in flooding on- or off-site since it would not increase or modify historic drainage flows, therefore, no impacts from this project that could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Because the project is not creating or contributing to runoff in excess of the existing condition, the project could not result in creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, potential impacts to the existing and/or planned stormwater drainage systems and water quality would be less than significant.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f. Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The proposed project does not propose land uses or other activities that could otherwise substantially degrade water quality, therefore, potential impacts from this project on water quality would be less than significant.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The proposed project could not result in impacts by structures that would impede or redirect flood flow within a 100-year flood hazard area because the site is not in a flood zone.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project could not result in impacts by structures that would impede or redirect flood flow within a 100-year flood hazard area because the structures are not in a flood zone.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

In accordance with the General Plan Safety Element, the project does not include structures that would be within the dam inundation flood hazard zone.

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|---------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| j. Inundation by mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

The project site is not in an area subject to mud flow.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion :

The project will incorporate BMPs for stormwater management during renovation activities which are consistent with the City's Stormwater Management Plan, and in compliance with requirements of the Regional Water Quality Control Board, see (c) above.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Stormwater runoff will be consistent with the existing condition, therefore the proposed project will not impact watershed storage, wetland, riparian areas, aquatic habitat or buffer zones.

X. LAND USE AND PLANNING: Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project proposes to change the existing Residential Zoning to the Tourist Related Commercial zone. The proposed zone change would not divide the community because an existing Tourist Related Commercial zone is directly adjacent to the site, refer to project description above for the City Zoning Map. Furthermore, the site is within the area considered to be the tourist core of the city along Alisal Road, therefore the potential to divide an established community is determined to be less than significant.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Conflict with any applicable land use plan, | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Discussion: Refer to discussion of consistency with plans and policies related to Cultural Resources and Aesthetics in sections I. and V. above.

The proposed project is not consistent with the General Plan Housing Element because approximately 3 dwelling units would be removed from within the City limits. The proposed project is not in the Housing Sites Inventory of the Housing Element. This change in the number of dwelling units would not significantly alter the Housing Element and could be reconciled during the next sequence of General Plan Updates, which are scheduled for 2022

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| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There is no applicable plan that would be affected by this project.

XI. MINERAL RESOURCES: Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable.

XII. NOISE: Would the project result in:

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

Regulatory Setting: The Noise Element of the General Plan and the Noise Ordinance are the governing regulations for noise in the City. The Noise Element establishes the current noise environment and provided future noise level projections. The Noise element establishes the conditionally acceptable exterior noise level

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for transient lodging at 60 to 70 dBA. Interior noise levels are prescribed to be below 45 dBA and are typically achievable with modern construction materials and windows. Short term construction noise levels are prescribed by the Noise Ordinance and these allowable levels are typically achieved by adherence to a daytime-only construction.

The Noise Element includes projections for future noise levels from known stationary and vehicle-generated noise sources. According to the Noise Element and as discussed below, the Project Site is within an area where future noise levels are expected to remain below an acceptable threshold.

Noise levels in Solvang are also regulated through the Solvang Municipal Code (SMC). Section 6-2-7 of the SMC prohibits "loud and unreasonable" noise during the following times:

1. The night and following morning of any Sunday, Monday, Tuesday, Wednesday, or Thursday between the hours of ten o'clock (10:00) P.M. of such day and seven o'clock (7:00) A.M. the following morning; or
2. The morning hours after twelve o'clock (12:00) midnight of any Friday or Saturday, between twelve o'clock (12:00) midnight, following such day, and seven o'clock (7:00) A.M. the following morning.

Section 6-2-7 of the SMC states that "...a loud and unreasonable sound shall include any sound created by means prohibited above which is clearly discernible at a distance of one hundred feet (100') from the property line of the property upon which it is broadcast or which is at any level of sound in excess of sixty (60) decibels at the edge of the property line of the property upon which the sound is broadcast...". The City of Solvang does not have specific standards for noise and vibration associated with temporary construction activities other than the prohibitions on "loud and unreasonable" noise from Section 6-2-7 of the SMC discussed above.

Section 11-12-21 of the SMC limits hours of construction to seven thirty o'clock (7:30) A.M. to five thirty o'clock (5:30) P.M. on weekdays, and does not allow construction on Saturdays, Sundays and state or national holidays.

Environmental Setting

The site is located in close proximity to the downtown Village core of Solvang. Mission Drive is the primary noise generation source in the City due to traffic levels. The proposed project is 455 feet South West of the Mission Drive corridor. The ranges upto 70 dBA along the street at the east and west ends of the Village core, but is attenuated to 64.7 dBA in the roadway itself in the Village core due to reduced vehicle speeds.

In the Noise Element, the additional project trips for this site assuming hotel use are calculated into future buildout projects for the city and are included in the forecast 66.3 dBA on Mission Drive near Atterdag Road.

Interior noise levels meeting the 45 dBA standard are achievable with modern construction materials and no mitigation is required.

Impact Analysis:

Operational Noise and effects from surrounding streets. As noted above the Noise Element projects show the area around the site remaining within acceptable exterior noise levels into the future. Surrounding traffic noise would not adversely affect the proposed project. The addition of more vehicles (### trips per day as discussed in the Transportation section) would not increase noise substantially in the immediate vicinity of the Project due to the low number of trips, and the low travel speed on Alisal Road. The noise from the parking lot would be consistent with the existing condition, because there is an existing surface parking lot and there are no additional parking spaces proposed as a part of this project. Therefore no significant noise impact from added vehicles is identified and no mitigation is necessary.

Temporary Construction Noise. The Noise Element identifies a range of 75-95 dBA 50 ft from the noise

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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source as a typical level of noise intensity on a construction site. Noise modeling for construction on similar sites using excavators and bulldozers found that construction activities would result in typical temporary noise levels of 70 dBA Leq a distance of 200 feet from the construction noise source, assuming an uninterrupted straight line of noise travel. Topography and buildings can attenuate noise if they interrupt or shield the line of sight from the receptor to the noise sources. In the case of this site, no residences or schools exist in close proximity to the construction site.

Because noise attenuates at a rate of 6 dBA for each doubling of distance from the source noise receptors within a block or so of the site, that radius would experience noise levels of about 68-70 dBA which is within the 70 dBA maximum level City threshold of significance for construction noise.

Temporary noise impacts to sensitive receptors associated with construction that is compliant with the Noise Ordinance are considered less than significant, however if work occurs outside Noise Ordinance specified hours or if equipment is not properly muffled, significant temporary impacts could result.

Mitigation:

N-1: Construction Hours. Unless otherwise provided for in a validly issued permit or approval, noise-generating construction activities shall be limited to the hours of 7:30am and 5:30pm. Noise-generating construction activities shall not occur on Saturdays, Sundays and state or national holidays..

N-2: Construction Equipment Noise. Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhausted mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds should be closed during equipment operation.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. Construction activities associated with the proposed project would likely not require the use heavy equipment. For interior demolition activity, the anticipated noise source would be equipment such as saw cutting, hammering or dump trucks to remove debris. The use of major groundborne vibration-generating construction equipment, such as pile drivers, is not anticipated to be required for this project. Groundborne noise and vibration levels associated with this project by construction equipment would not be anticipated to exceed City standards. As a result, this impact would be considered less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
(Source:1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: see (a) above.

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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above levels existing without the project?

Discussion:

Refer to impact analysis and mitigation measures under item 'a' above.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable.

XIII. POPULATION AND HOUSING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project does not add any additional facilities over existing condition and would not induce growth directly. The project will change the population potential by removing (3) three dwelling units. The removal of three dwelling units is considered a less than significant impact to population growth.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Population growth and housing demand is accounted for in the City of Solvang General Plan. Although the proposed project is currently zoned residential, the City has allowed the operation of offices within this space historically. Due to the existing mix use condition, the property is not strictly residential and the number of existing residential units varies. The City of Solvang has assumed that there are no more than three (3) residential tenants in the existing building.

Because the proposed project is a conversion of a single building, it would not displace substantial numbers of existing housing or necessitate the construction of replacement housing elsewhere and is considered a less than significant impact.

XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|----------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Fire protection? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: The downtown area is served by the fire station on Oak Street on the south end of the downtown core. Because the proposed building coverage is consistent with existing condition, the conversion of the building into a hotel would not be growth that triggers the need for new fire facilities.

- | | | | | |
|------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Police protection? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The downtown area is served by the County Sherriff Department. There is not a current identified need for new police facilities and this project would not be likely to trigger this need.

- | | | | | |
|-------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable, no new students.

- | | | | | |
|-----------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion:

Hotel guests may be likely to visit City parks, however this use is limited and not substantially and would not be expected to result the need for new facilities.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Other public facilities? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable.

XV. RECREATION

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion :

Hotel guests may be likely to visit City parks, however this use is limited and not substantially and would not be expected to result the need for new facilities.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Discussion: As an in-fill project the Proposed Project is consistent with the General Plan and is anticipated in the projections for growth in the General Plan.

- b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Discussion:

Environmental Setting- The principal components for the street system affected by the Proposed Project are as follows:

State Route (SR) 246 is a two-lane highway that extends east from the western Lompoc City limits through the communities of Lompoc, Buellton, Solvang, and Santa Ynez to State Route 154. SR 246, also called Mission Drive in the Santa Ynez Valley, is Solvang's major access route to U.S. Highway 101. Within the Village area the roadway is considered a major arterial. The intersections of Mission Drive with Fifth Street, Atterdag Road, Alisal Road and Alamo Pintado Road are signalized, and all other intersections are controlled by stop signs on the side street. Crosswalks are provided at all intersections, and a mid-block crosswalk with a bulbout and a Rectangular Rapid Flash Beacon (RRFB) was recently installed west of Solvang Park.

Based on Caltrans count data, Mission Drive carries approximately 20,900 average daily trips (ADT), with a seasonal increase to 22,400 ADT. These daily volumes exceed the desired maximum of 19,000 ADT outlined in the City of Solvang Circulation Element. Traffic flow through the Village area is further constrained by high pedestrian crossing volumes at the closely spaced intersections and mid-block crosswalk at the Solvang Park, resulting in frequent downstream vehicle queue spillback and delays during both weekday commute periods and on weekends.

Alisal Road is a two-lane road which serves local circulation in the Village area and is also a major access road for traffic moving north and south within the City as well as out of the City. This street has dual classification. North of Mission Drive, Alisal Road is classified as a major arterial road while south of Mission Drive it is classified as a secondary arterial. The Circulation Element notes the average daily traffic volume on this road is about 8,080 vehicles immediately south of Mission Drive, decreasing steadily as you move south and toward Alisal Ranch. It carries approximately 2,980 vehicles per day north of Maple Avenue.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Alisal Road extends north from Fjord Way at the river crossing to Valhalla Avenue, continues North through Mission Drive commercial area where it dead ends at Viborg Road. The roadway serves the residential area north of Mission Drive, and the commercial and tourist uses south of Mission Drive and into residential use toward (southerly) residential neighborhoods at Valhalla and Juniper Avenue. The following intersections along Alisal road are controlled by a stop sign:

- Alisal/Maple
- Alisal/Laurel
- Alisal/Eucalyptus Drive

Regulatory Setting-The City of Solvang Circulation Element uses a level of service (LOS) ranking scale to identify the operating condition of roadways and intersections, and to forecast future street system operation. The Circulation Element uses LOS as the basis for policy goals; generally LOS C is the target operational level for streets and intersections. This scale compares traffic volumes to roadway and intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The City’s acceptable level of service standard is LOS D during peak hours and LOS E during “average tourist season peak hours”.

The City collects a traffic impact fee from all development projects that accrue towards major circulation improvement projects in the City. The Proposed Project would pay a traffic impact fee.

Impact Analysis- The project contribution to traffic impact fee would mitigate any potential impact related to congestion.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Not applicable.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No changes to public roads are proposed that would result in new hazards.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The Project has emergency vehicle access from Atterdag Road and the alley to the west which will adequately serve the project.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The Project is consistent with and would not change features and facilities that are in place for bicycle, transit and pedestrians.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS: WOULD THE PROJECT:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

Environmental Setting: The City of Solvang operates a Sequencing Batch Reactor (SBR) type Wastewater Treatment Plant (WWTP) with a design capacity of 1.5 million gallons per day (MGD). The WWTP operates under a Waste Discharge Permit issued by the Regional Water Quality Control Board. The WWTP currently receives and treats wastewater from the City of Solvang and the Santa Ynez Community Services District (SYCSD) which serves the town of Santa Ynez. The SYCSD owns 0.30 MGD capacity in the Solvang WWTP. The Plant provides full secondary treatment of the wastewater received. The WWTP discharges treated wastewater to percolation ponds located adjacent to the Plant. The City Sewer System Management Plan identifies the range of activities and requirements the City uses to ensure a safely managed sewer system.

Impact discussion:

The Proposed Project is within the downtown core area planned for development. The parcel involved in this project has been accounted for as an existing use as Residential based on the existing land use designation.

The City of Solvang Sanitary Sewer Adequacy Study has determined that the City's sewer system is impacted, and identified several sewer segments that are deficient. A Sewer Impact Fee was adopted on July 24, 2019. Proposed development or redevelopment projects will be required to either pay the Sewer Impact Fee, or upsize one off-site segment of the deficient sewer system downstream of their proposed project.

Based on analyses for a similar hotel, the wastewater flow for 10 hotel rooms with water conserving fixtures is about 0.22 million gallons per year, or 608 gallons per day, or under 0.1% of WWTF capacity. Therefore, the additional wastewater flow would not adversely impact the WWTP capacity and no mitigation is required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: see (a) above.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: No substantial stormwater facilities are proposed, refer to Section IX for impact and mitigation discussion related to drainage.

- | | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

Environmental Setting:

The City's Water System Master Plan (2011) details current and forecast supplies and demand for municipal water on Table 2.3 of that document:

Current and Anticipated Future Supply by Source

Supply Source	2010 Annual Production (AF)	Anticipated Long-term Average Production (AFY)
Local Sources		
Santa Ynez River Wells	174	1,200
Central Well 4	136	100
Upland Wells	-0-	Unknown
Local Subtotal	310	1,300
External Sources:		
Improvement District No. 1 (2)	79	80
State Water Project Allocation	1,006	600
Total All Supply Sources	1,395	1,980

The City is forecast to have adequate water supply sources for General Plan buildout.

Impact discussion:

The estimated water demand is about 0.808 afy, or 962 gallons per day for landscape and building usage. The Historic water usage of the property (2015-2017 yearly average) is 0.687 afy, therefore the proposed would add a 12.11% usage increase over the existing condition. This increase is estimated to be approximately 108 gallons per day over the existing condition.

The City's long-term forecast for water demand includes land use designations like the Proposed Project parcel. As a result the project water demand is accounted for within the City's Water Master Plan and no adverse impact on water supply is identified.

All standard measures required by the City for water conservation would be applied to the Project as Conditions of Approval.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the providers existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See (a) above.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. Be served by a landfill with sufficient | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
permitted capacity to accommodate the project's solid waste disposal needs?				

Discussion: See (g) below.

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g. | Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The City prepared a Source Reduction and Recovery Element in 1991 jointly with the County of Santa Barbara. In general, City and County targets for waste stream reduction have been met. In 2017 the County commenced an upgrade to the Tajigues Landfill in Goleta that will increase the County's recycling and recovery level by 80%. Solid waste in Solvang is routed to the Foxen Canyon Road transfer station and ultimately to Tajigues landfill. Assembly Bill 341 requires commercial projects generating over 4 cubic yards of waste per week to recycle. With compliance with all applicable laws and regulations the project would not have an adverse effect on landfill capacity.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | | |
|----|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a. | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion:

With mitigation, the Project will not remove or adversely impact any sensitive plant or animal species or eliminate examples of California history or pre-history. These topics are addressed in IS sections IV and V and mitigation measures are presented there to reduce potentially significant effects to less than significant.

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b. | Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion:

The Project will not substantially contribute to any cumulatively considerable impact because the proposed use is consistent with regional and City projections for air quality, water supply, sewer capacity and traffic.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Discussion:

Mitigation measures for air quality, biological resources, noise and cultural resources were identified. With proposed mitigation, the conversion of existing use to hotel will not result in any significant effects to the environment or people.

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

Earlier Documents that may have been used in this Analysis and Background / Explanatory Materials

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Solvang General Plan	City of Solvang Community Development Department 411 Second Street, Solvang
2	City of Solvang Zoning Code	Same as above
3	City of Solvang Water System Master Plan	Same as above
6	City of Solvang Sewer System Master Plan	Same as above
7	City of Solvang Urban Water Management Plan	Same as above
8	County of Santa Barbara Energy and Climate Action Plan	County of Santa Barbara Planning and Development Long Range Planning Santa Barbara Division- online: http://longrange.sbcountyplanning.org/programs/climateactionstrategy/docs/BOS051915/Attachment%20B_ECAP.pdf
9	Santa Barbara County Air Pollution Control District Environmental Review Guidelines	https://www.Ourair.org
10	Department of Toxic Substances Control (DTSC) Hazardous Waste Substances & Site List	https://www.envirostor.dtsc.ca.gov/public/
11	Tier 2 Storm Water Management Letter for Atterdag Inn, Ashley & Vance Engineering	City of Solvang Community Development Department 411 Second Street, Solvang
12	Santa Ynez River Water Conservation District No. 1 (SYRWD) 2018 Facts and Figures.	http://www.syrwd.org/syrwd-who-we-serve .
13	Water & Wastewater service calculations for 261 Alisal Rd. September 28,2018	Dylan Chappell /Project Application Documents



SOLVANG

PROJECT
SITE



PROJECT
SITE: 261 ALISAL ROAD

ELVERHOY WAY

ALISAL ROAD

map source: Google Maps



ALISAL REZONE

PROJECT LOCATION

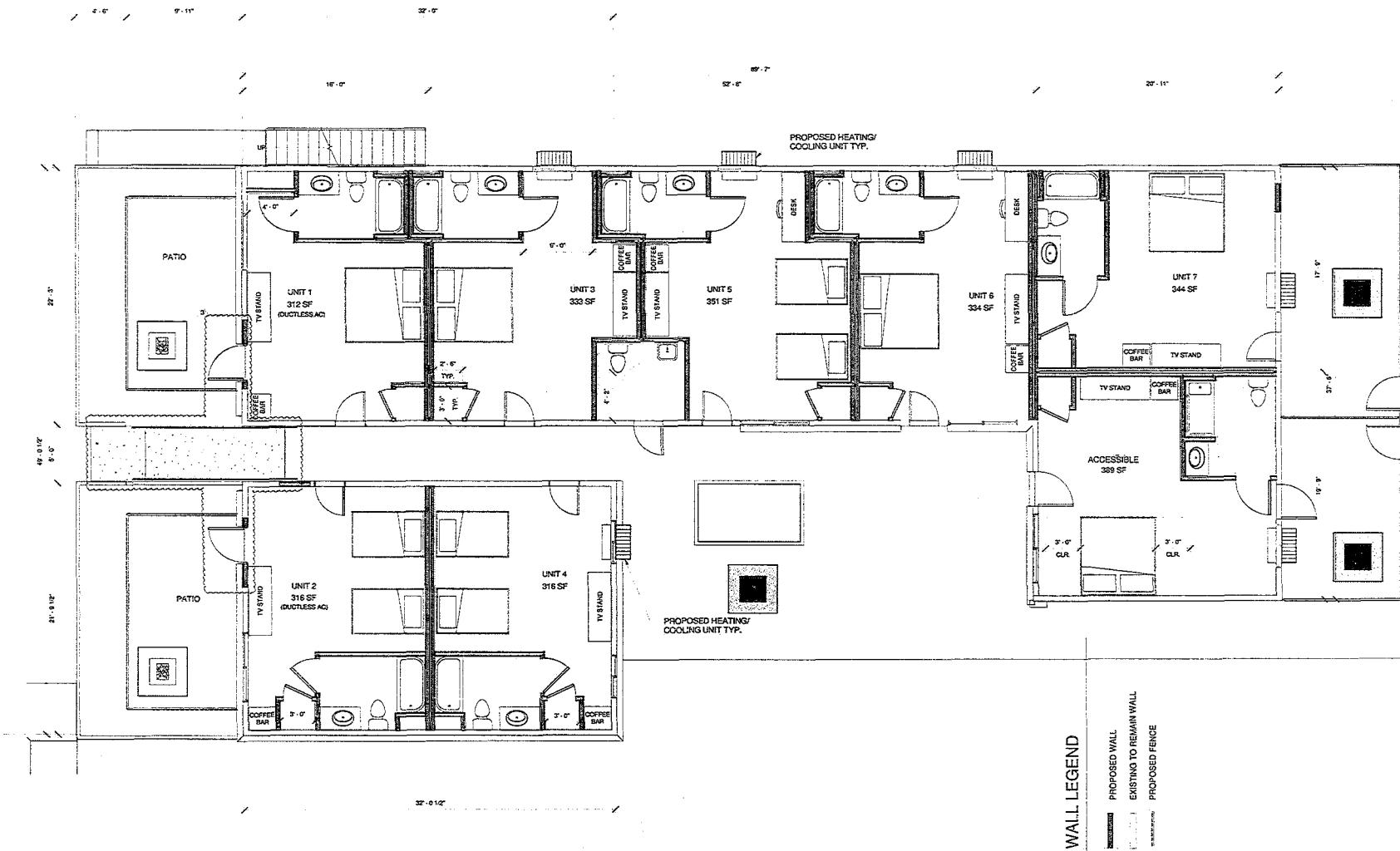


NORTH

MAP
1

file path: MAP 1 file#21914

ALISAL ROAD



PROJECT
SITE: 261 ALISAL ROAD

source: A.2.0 - Proposed Site Plan



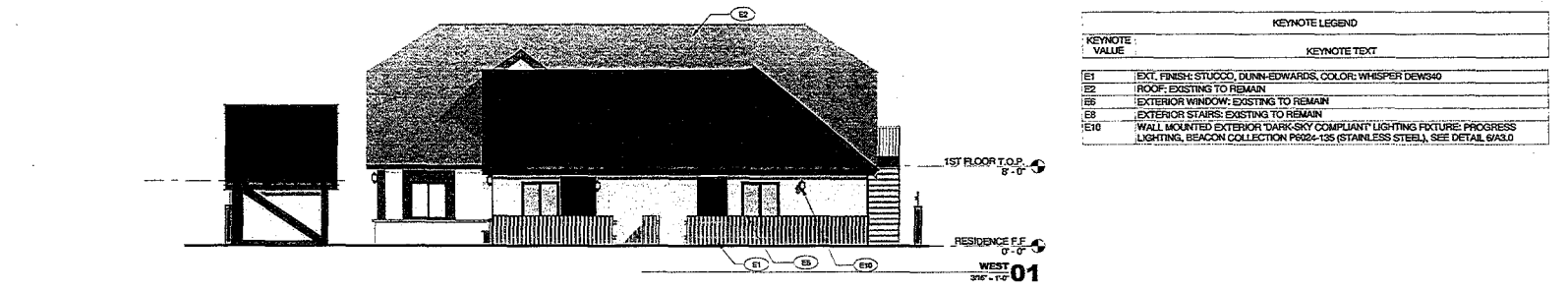
ALISAL REZONE

PROPOSED SITE PLAN

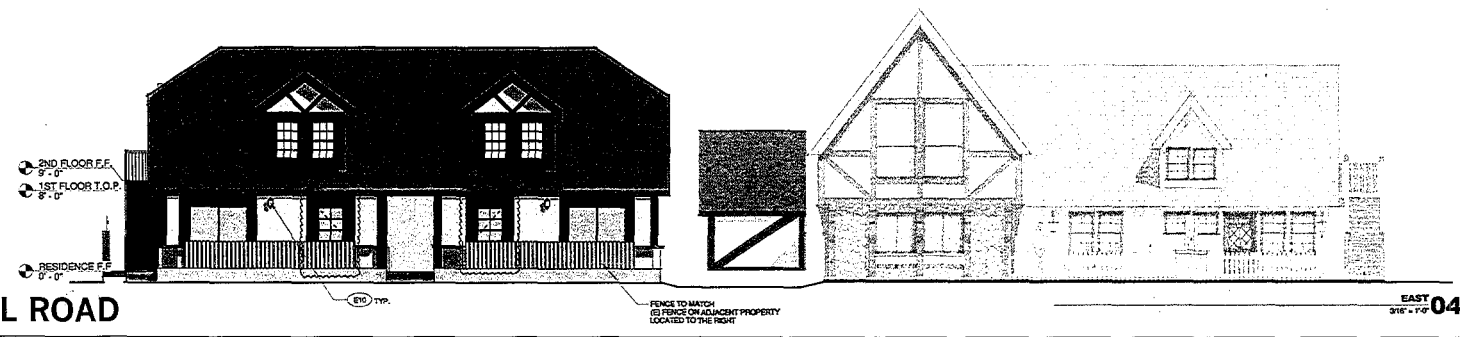
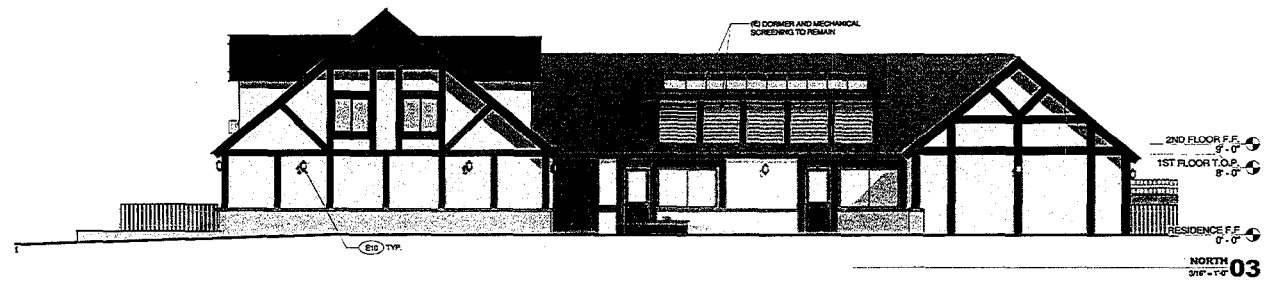
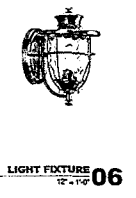
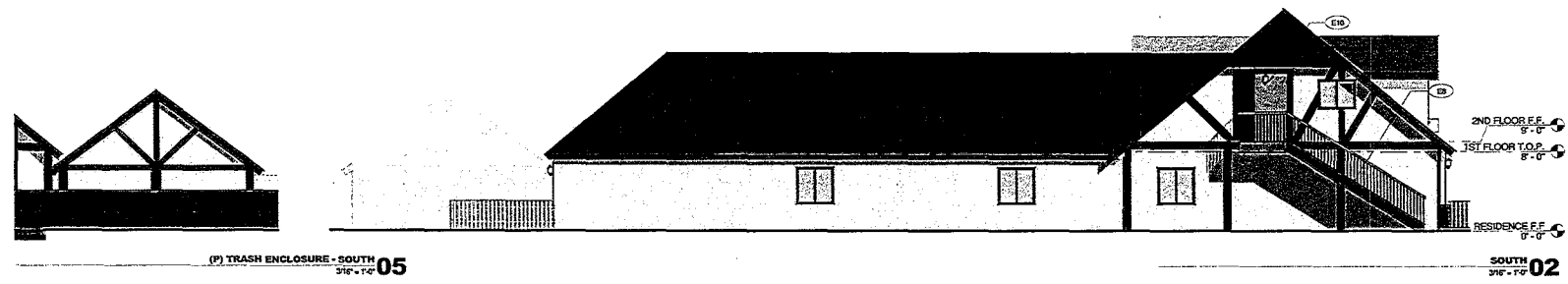


FIG
1

file path: FIG1 file#21914



KEYNOTE LEGEND	
KEYNOTE VALUE	KEYNOTE TEXT
E1	EXT. FINISH: STUCCO, DUNN-EDWARDS, COLOR: WHISPER DEW540
E2	ROOF: EXISTING TO REMAIN
E3	EXTERIOR WINDOW: EXISTING TO REMAIN
E3	EXTERIOR STAIRS: EXISTING TO REMAIN
E10	WALL MOUNTED EXTERIOR DARK-SKY COMPLIANT LIGHTING FIXTURE: PROGRESS LIGHTING, BEACON COLLECTION P6024-135 (STAINLESS STEEL), SEE DETAIL 6/A3.0



PROJECT
SITE: 261 ALISAL ROAD

source: A.3.0 ELEVATIONS



ELEVATIONS

FIG
2